

NEWS FROM THE DOCKS



ASSOCIATION OF LOUISIANA

Louisiana Ports Deliver

June 2005
Volume 6, No. 6

Message from the PAL Office

New PAL officers will assume their duties on July 1st. President Bobby Scafidel and Executive Director, Joe Accardo are planning to visit all of our member ports. Other plans for PAL's future include development of a new Directory of Louisiana Ports showing all of our port members, their organization/structure and photographs of their facilities. It will be an excellent tool to help market Louisiana!



Dave Wagner – Treasurer, Roy Pontiff – Vice-President, Bobby Scafidel – President, Joe Accardo – Executive Director, not pictured Adam McBride – Secretary

Things have settled down this month after a pretty hectic May when we were getting ready for the conference and the legislative reception. If you have not already done so, please go to our website and enjoy some wonderful pictures from both events. Also posted is a list of those who attended the conference with appropriate contact information. This is a good opportunity to follow up on those contacts you made during the conference. We also intend to post some of the presentations that were made. They should be “up” shortly.

As you can see, the fun has not been forgotten as President Bobby Scafidel presents the golf trophy to Phil Prejean whose team won the annual golf tournament. Phil will keep the trophy for the coming year and then pass it on to new winners next year (unless he can win again!).



We have already begun to talk about next year. Lake Charles will be our host and it looks like we will schedule the conference in the latter part of March. Plan ahead and block March 22-24, 2006. That is just a tentative date but it looks like it may work out.

We welcome two more new associate members this month. As always, we encourage you to join and to spread the word about this organization. You will have many opportunities to meet all of the maritime industry leaders in Louisiana. Go to our website or call the PAL office for additional information www.portsoflouisiana.org.

Legislative Update

The 2005 Legislative session is in its last week, and most crucial point. The session will end no later than 6 pm June 23rd. The Appropriations Bill, HB 1, has passed the House and is being heard by the Senate Finance Committee. The Capital Outlay Bills, HB 2 and 3 are scheduled for hearing in Senate Fiscal and Revenue during this week. SB 2 contains a \$20 million appropriation for the Port Construction and Development Priority Program (PCDPP) as well as any capital outlay appropriations for individual port projects. If the normal process is followed, it is likely that the Appropriations and Capital Outlay bills will be considered by the Senate late this week, or early next week.

The other bills PAL has followed are making progress. SB 311 by Sen. Boasso, which creates the Waterways Infrastructure Bank, was favorably reported with amendments by the Senate Finance Committee, without any source of funding. It was then passed by the full Senate by a vote of 35-0. Hopefully it will have time to complete the legislative process. PAL will continue to support Sen. Boasso's efforts to find new sources of funding for port infrastructure, which do not infringe on the PCDPP or the Transportation Trust Fund. It is encouraging to report that Secretary Bradberry of DOTD has indicated he supports increasing funding for the PCDPP. PAL will continue to work with him to identify ways to accomplish this.

Senate Bill 291 by Sen. Dardenne, which will create Economic Development Districts, was successfully amended to give ports control over any efforts by the districts to become involved in building port facilities or in trying to impose fees, or make rules relative to use of waterways. That bill has passed the Senate and is scheduled to be heard in the House Ways and Means Committee. SB 286 by Dardenne seeks to impose a review process for cooperative endeavor agreements when the state or its agencies are involved. Similarly, Governor Blanco has issued an Executive Order (#KBB2005-14)-- to do essentially the same thing as SB 286.

In April, Governor Blanco issued an Executive Order -- creating the Maritime Advisory Task

Force, and named Roger Richard and Adam McBride as PAL representatives, as part of a very large number of representatives from various aspects of the maritime industry. The board of directors of PAL has voted to seek a larger number of representatives on the Maritime Advisory Task Force, and PAL will support the efforts of the Maritime Advisory Task Force to bring to the attention of the people of Louisiana the importance of ports and the maritime industry.

Corporate Member News

Port of Lake Charles Lake Charles Harbor and Terminal District Announces Opening of Contraband Bayou Terminal

The Lake Charles Harbor and Terminal District and P&O Ports North America will officially open the new automated bag-handling terminal (Contraband Bayou Terminal) on June 15, 2005 from 11:30 a.m. – 1:00 p.m. The event will feature speakers representing the Port, ILA officials, city officials, and P&O Ports. P&O Ports is the contracting stevedore who will operate the terminal.

“The \$71 million terminal is a state of the art facility and is one of only two in the United States. The automated facility has the capacity to more than double the amount of bagged goods that can be loaded conventionally, allowing quicker vessel turnover and cutting vessel costs,” said Nathan Sukiennik, Port of Lake Charles Director of Marketing Trade & Development.

Commodities, such as beans, corn or other goods, are brought in and can be bagged onsite at the Port's bag house and then moved to the nearby shiploader facility. Pre-filled bags can be delivered by rail or truck. Upon delivery, bags are depalletized and sent individually down a conveyor belt, then carried up the spiralveyors. Once loaded onto the spiralveyor, the bags slide down a chute into the hull of the ship being loaded. A longshoreman controls how the bags are stacked, in five- or six-bag configurations, with a control similar to a video game joystick.

The Contraband Bayou Terminal has been an ongoing project for years. The bagging facility was the first piece of the automated bag

handling terminal and commenced operating in 1999. The bagging facility is located adjacent to the Contraband Bayou Terminal.

The entire facility features four bagging lines rated at 1,100 bags an hour each; four automated palletizers, rated at 2,400 bags an hour; six depalletizers; two rail car unloaders; and two spiralveyors with a ship-loading capacity of 3,600 bags an hour each. The automated terminal warehouse is 189,000 sq. ft. which is connected to the three-story, 17,000 sq. ft. bagging facility.

Port Fourchon

Docudrama Highlighting Fourchon Airs on FX

On June 5th FX television network aired the premier of *Oil Storm*, a dramatized documentary featuring Port Fourchon's critical role in the oil supply of our nation.

Camera crews and cast set up shop for a day at the Port Fourchon Operations Center, filming in and around the Port. The docudrama is set in the near future and combines real interviews with experts and dramatized segments: a format that presents a scenario that has not occurred, but whose issues are real.

The action begins when a hurricane hits the coast of Louisiana and takes out some of the oil industry and infrastructure in the region, forcing people to evacuate. It's the hurricane that local officials have been warning about for years; it was only a matter of time before the vulnerable coastline took a direct hit.

The resulting oil shortage at the key import hub of Port Fourchon is compounded by a ship collision in the Port of Houston, which forces closure of the port. Further geopolitical complications exacerbate the situation and ensure it has a wider impact. The program follows the story of how the U.S. copes with the situation of a short-term oil shortage on all levels of government and society.

In addition to looking at America's oil infrastructure, *Oil Storm* presents various critical issues including coastal wetland erosion, alternative energy, emergency preparedness and green living.

Production crews from Wall to Wall, the London based company filming the feature, shot in and around coastal Louisiana, New Orleans, San Antonio and Boston.



New Orleans actor Mark Krasnov plays Port Director Falgout. *Oil Storm* brings our area's importance to light.

Project to Rescue Port Highway from Floods Gets Boost from Bush Administration

Louisiana's plans to rescue the highway to Port Fourchon from floods got a boost from U.S. Transportation Secretary Norman Y. Mineta when he announced final approval of a \$66 million federal loan for the project during a visit to the port on May 19th.

The loan program will help the state build a 17-mile elevated toll highway, known as LA 1, connecting the port to land less susceptible to flooding, Mineta said.



"It is clear that a two-lane road that floods at the sight of rain is no longer adequate to service this vital gulf port," Mineta said. He noted that when the road floods, or when an accident snarls traffic, off-shore oil and gas production is slowed, and fishing boats can't get their catch to market on time.

Secretary Mineta said the loan is made possible through an innovative program called TIFIA, the Transportation Infrastructure Finance Innovation Act. The loan announced today will help with Phase 1 of this project which includes: construction of a two-lane elevated highway south of Leesville to Port Fourchon; construction of a fixed-span, high-level, two-lane bridge over Bayou Lafourche at Leesville, and the interchanges and connector roads immediately north and south of Leesville.

He said the program targets large projects for federal credit assistance to help get projects going. The LA 1 project is expected to cost \$254 million when completed, using a mix of federal, state and private funds and all toll revenue will be used exclusively to repay project debt.

Mineta also used the visit to plug passage of the President's reauthorization plan for highways and transit systems, the subject of Congressional debate for almost two years.

He said the President's plan includes a record \$284 billion for new road and transit projects, without raising gas taxes, increasing the deficit or taking money from other programs. It also includes proposals to expand programs like the one that made the LA 1 loan possible, he said.

"Each day that we go without a new six-year bill is another day lost on projects like LA 1, which need federal help to become reality," Mineta said.

He pledged to work with Congress to pass a bill as soon as possible, but repeated his call for a bill that avoids spending more money than is expected to be collected from gas taxes over the next six years.

Secretary Mineta's visit to Fourchon, LA was the last in a series of stops he made in the Southeast and along the Gulf Coast in celebration of National Transportation Week. Mineta visited North and South Carolina, Florida, Alabama and Louisiana.

***Port of New Orleans
Industrial Canal Lock Project Wins \$9 Million
in Funding
Louisiana Delegation Restores Funding
During Appropriations Process***

The U.S. House Appropriations Committee today approved the FY 2006 Energy and Water Development Appropriations Bill providing \$9.038 million in funding for a project to replace the lock on the Inner Harbor Navigational Canal (IHNC). This appropriation, which passed with the unanimous support of Louisiana's Congressional Delegation, allows a U.S. Army Corps of Engineers construction project to replace the Industrial Canal lock to continue in 2006.

"Replacing the Industrial Canal lock will improve commerce in the Port of New Orleans and address a major bottleneck in the Nation's inland waterway system," said Gary LaGrange, President and CEO of the Port of New Orleans. "The Port owes a huge debt of gratitude to the Louisiana Delegation in the House of Representatives."

In particular, LaGrange thanks Rep. William Jefferson, in whose district the lock is located, Rep. Rodney Alexander, the only member of the Louisiana House Delegation on the House Appropriations Committee, Rep. Bobby Jindal and Rep. Charlie Melancon.

Congressman Jefferson wrote a letter to the leadership of the Appropriations Committee, signed by the entire Louisiana House Delegation, urging that they keep the project on track. "The IHNC lock serves as a vital trade link between the Mississippi River and key states to the north, east and west of Louisiana, including Texas, Mississippi, Alabama, Florida, Kentucky and Tennessee. Each year, huge volumes of agricultural and forest products, industrial chemicals, petroleum products and mineral ores representing commerce from over 25 states transit through the IHNC lock," the letter states.

Congressman Alexander was instrumental in working closely with his Appropriations Committee colleagues to obtain the project funding.

The current lock, which was built in 1921, allows barge and ship traffic to transit between the Mississippi River and the Industrial Canal. It is also a vital link in the Gulf Intracoastal Waterway System, which extends from Florida to Texas. The project to replace the lock was authorized in 1956, but construction on the

project did not begin until January 2001 because of a lack of funding.

The project is expected to cost between \$650 million to \$750 million to complete. As of Fiscal Year 2005, Congress has funded \$90 million of that total with steady appropriations since construction started. However, President Bush's FY 2006 budget did not include funding for the project. The House Appropriations Committee put funding for the project back on track and Senate action on the appropriation is expected later in the year.

Port Commissioners Elect New Officers

John Kallenborn Will Serve as Chairman for Nine Month Term

The Board of Commissioners of the Port of New Orleans today elected John J. Kallenborn to serve as its chairman for a nine month term.

Mr. Kallenborn is President of the New Orleans Region of Bank One, a subsidiary of JPMorganChase. In that capacity, he oversees 1,200 employees in the bank's operations in the Greater New Orleans area. He was appointed to the Dock Board in April 2002 representing Orleans Parish.

He is a member of the Board of Trustees for Xavier University New Orleans, and he serves on the boards of Catholic Charities, the Louisiana Bankers Association, the New Orleans Business Council, the Second Harvesters Food Bank, Touro Foundation and the Ogden Museum of Southern Arts.

Mr. Kallenborn succeeds Angus R. Cooper II. Mr. Cooper's term as chairman has expired, but he will remain a member of the Dock Board. Mr. Cooper, who was appointed to represent Orleans Parish on the board in July 2000, is chairman and chief executive officer of Cooper/T. Smith Stevedoring Company, Inc., a stevedoring and maritime service company headquartered in New Orleans.

Other officers elected to the Board of Commissioners include Samuel B. Nunez Jr., the Board's new vice-chairman and Conrad H. Appel III, the Board's new secretary treasurer.

Mr. Nunez represented St. Bernard Parish, Plaquemines and Jefferson parishes in the

Louisiana Legislature for 32 years. He served in the House of Representatives from 1964-69. Mr. Nunez was elected to the Senate in 1969, serving there until 1996. He served a President of the Senate from 1982-88 and 1990-96. He owns Nunez Insurance Agency, Nunez Realty and is President of Nunez Consultants.

Mr. Appel is the founder and president of ConstructionSouth Inc., and he runs separate businesses in the areas of construction management, real estate brokerage, real estate development and construction equipment leasing. He has served as chairman of the New Orleans district of the Louisiana Associated General Contractors; chairman of the Jefferson Parish Economic Development Commission; and vice chairman of the Chamber of Commerce, New Orleans and the River Region.

Other board members are Bernard L. Charbonnet Jr, Orleans Parish; Danny Hughes, Jefferson Parish; and James O. Campbell, Orleans Parish. The Board of Commissioners' jurisdiction extends to Orleans, Jefferson and St. Bernard Parishes. Board members are appointed to staggered five-year terms and they cannot succeed themselves. The Governor, following a statutorily prescribed nominating process involving civic organizations, business groups and New Orleans-based universities, makes appointments to the board.

***Port Will Retrofit Poland Wharf Shed for Cruise Terminal
Community Workshop Will Be Held Saturday,
June 18 at 8:30 a.m.***

The Port of New Orleans will focus on retrofitting the existing cargo shed at the Poland Avenue Wharf into a cruise terminal so it can attract additional homeported cruise ships, said Port President and Chief Executive Officer Gary LaGrange.

After compiling an inventory of existing conditions in the area during Phase I of a planning study for the terminal, the Port decided to renovate the Poland Avenue site in the Bywater instead of rebuilding it.

LaGrange said the Port has already tested the Poland Avenue wharf as a cruise terminal in

January, when the P&O Adonia used the wharf for a port-of-call visit.

“We think that many of the building blocks for a functional cruise terminal are already in place and will be focusing on converting the cargo shed into a cruise terminal,” LaGrange said.

“This decision to retrofit instead of rebuild is a cost-effective solution that will allow us to act quickly and take advantage of the dramatic growth in the cruise ship industry and the strong interest that cruise passengers have shown in New Orleans.”

The Port of New Orleans has grown its passenger embarkations and disembarkations by 818 percent between 1993 and 2004. The Port handled about 735,000 cruise passenger embarkations and disembarkations in 2004. According to a cruise industry impact study commissioned by the Port, cruise passengers visiting New Orleans engage in direct spending of \$91.5 million each year. Cruise industry spending results in 2,798 full and part time jobs in the New Orleans area, paying a total of \$74.1 million in wages, the study found.

Phase II planning work is beginning, and the Port is seeking community input during a workshop to be held Saturday, June 18 from 8:30 a.m. to 10:30 a.m. at the Poland Avenue shed (enter at the intersection of Chartres and Mazant).

Once preliminary architectural drawings are completed this summer, the Port can get to work on building a terminal that will have the flexibility to serve all types of cruise vessels, along the scale of the Carnival *Sensation*, which carries between 2100 and 2600 passengers, said Port Cruise and Tourism Director Robert Jumonville.

“Since Governor Kathleen Blanco and the State of Louisiana already dedicated \$7.5 million to the development of this site, we can move confidently in converting this site. This is a permanent commitment for us, and we will expect our planning process to show how we can continuously upgrade and enhance this location,” said Port Director of Development Deborah Keller.

During Phase I of the study, a team led by Manning Architects reviewed infrastructure conditions, deepwater access, traffic routes,

safety, neighborhood attitudes and other issues between June 2004 and January 2005 to identify the best downriver site for the terminal. The same planning team will now focus during Phase II on turning the Poland Avenue site into a cruise operation, where passengers can load and unload as early as 2006.

Reservations for the community workshop are encouraged. Please call (504) 897-6152 or email cruisebywater@aol.com. Copies of the phase I planning study are available at the Main Branch of the New Orleans Public Library, as well as the Alvar Street Branch of the New Orleans Public Library, the Frederick Douglas High School library, and the New Orleans Center for the Creative Arts school library.

Port of South Louisiana

Commission Presents Awards at Meeting

The Port of South Louisiana’s Commission recently acknowledged two (2) former leaders with service awards. Former Executive Director Joseph Accardo, Jr., was honored with a plaque commemorating his eight (8) years of service to the port, including the past five (5) years as Executive Director.

Commission Vice-President Gregory Gravois was recognized for his two (2) year term as President. Mr. Gravois, Governor Blanco’s appointment representing St. James Parish, has been a member of the board since March 2000.



Gregory Gravois and Joe Accardo

The Port of South Louisiana’s new Executive Director Joel T. Chaisson and Commission President P. Joey Murray, III, presented the awards to Mr. Accardo and Mr. Gravois on behalf of the commission and expressed gratitude for their years of dedicated service.

The commission also recognized the West St. John High School Basketball Team for finishing the 2004-2005 season as runner-up in the Louisiana High School Athletic Association Class-AA State Tournament. Commission Vice-President Louis Joseph presented the award to West St. John Head Basketball Coach Antoine Edwards, on behalf of the commission, to commemorate the team's achievement.

Port of Shreveport-Bossier

Steel Plant to Locate at the Port of Shreveport Bossier

Governor Kathleen Blanco, who has made economic development a top priority in her administration, today announced that a multinational metal processing company, Grupo IMSA, will locate at the Port of Shreveport-Bossier. Grupo IMSA, through its subsidiary Steelscape, is the biggest individual project ever undertaken at the Port and will provide an estimated local economic impact of nearly \$400 million annually.

Steelscape produces metallic-coated and pre-painted steel coils primarily for the construction and OEM markets in the United States and Canada. Headquartered in Kalama, Washington, the company operates plants in Washington, California and Alabama. It is a wholly owned subsidiary of Monterrey, Mexico-based IMSA Acero, part of the Grupo IMSA family of companies, the largest producer of galvanized and pre-painted steel in Latin America.

Santiago Clariond, President and CEO of IMSA Acero, said the 200,000 square foot facility will be built on a 75-acre site and will be built in four phases with work to begin immediately on the project. He said the investment in the four-stage project is estimated to be approximately \$200 million and expects the first stage to be operational and in production in the second quarter of 2006. Mr. Clariond said that when the full project is complete more than one million tons/year of product will pass through the facility. It will employ approximately 240 people and will generate an even larger number of indirect jobs. He added that Grupo IMSA chose Shreveport, Louisiana as the best site for this project because its strategic location is the most adequate for the logistics and operation of the plant and because of the great disposition

and the support we received from the Louisiana and local authorities.

In an economic report prepared for environmental permitting of the plant, Susan T. Beal, Director of the Center for Business and Economic Research at Louisiana State University, in Shreveport, estimated the construction phase of the plant alone would create more than 2,000 jobs and have an economic impact of \$250 million to the local economy. Once the plant is operational, Beal estimated that 2,200 permanent jobs would be created. In her report, Beal said the project would utilize in excess of 300 barge shipments per year, which would effectively double the amount of barge traffic from 2004, which was a record-breaking year for the Port. Additionally, motor freight traffic would be increased by 16,000 trucks per year, bringing the total of 18-wheeler traffic into the Port complex to over 40,000 per year. Her report also said more than 7,000 rail cars of commodity would be utilized.

Commissioner Lynn Austin, President of the Caddo-Bossier Parishes Port Commission, called the company's decision to locate at the Shreveport-Bossier complex "an important and historic day" for the Port. "Business and Industry are increasingly recognizing the incredible industrial complex we have built here and the advantages we can provide. On behalf of all the people of Shreveport and Bossier, we warmly welcome Steelscape to our community and sincerely thank you for the confidence you have shown in us," he said.

Austin thanked former Port Commissioner Tem McElroy, owner of McElroy Metal, for introducing Steelscape to our area. Steelscape is a steel supplier to McElroy Metal.

Austin also thanked Governor Blanco, Secretary Mike Olivier of Louisiana Economic (LED), the Greater Shreveport Economic Development Foundation, (in particular Dick Bremer, Kurt Foreman and Liz McCain), the Greater Bossier Economic Development Foundation (Rand Falbaum and Jessica Monk), AEP/SWEPCO, the Red River Waterway Commission (Commissioners Lindy Broderick and Wayne Davis), Department of Environmental Quality, (Secretary Mike McDaniel, Dr. Chuck Brown) and of course, the Louisiana Department of Transportation (Secretary Bradberry, Ed Preau and D.J. Webre), for all the efforts by all of the many people who made this project a reality.

He offered a special thanks to Public Service Commissioner, Foster Campbell for his positive interaction during this process. "We are grateful to each on behalf of every citizen of Caddo and Bossier Parishes," Austin said. "Without each of these entities on behalf of Grupo IMSA's project, this would not have been possible," he said.

Grupo IMSA's decision to locate here is the latest good news in a continually growing list of positive developments at the 2,000-acre complex located on the Red River.

Associate Member Profile

BFM CORPORATION, L.L.C.

Since February of 1982 BFM Corporation, a professional land surveying company, has provided services to builders, developers, homeowners, municipalities and companies throughout Louisiana and the Gulf South. The firm's key personnel incorporate decades of surveying experience in all facets of surveying, from land to hydrographic to topographic. For homeowners they can prepare Title Surveys and Construction Builders Packages. Contractors and developers appreciate their service in construction site layout, lot surveying and AutoCAD capabilities.

BFM's personnel total over fifty-five full-time employees, including both field and office personnel. BFM has a number of registered professional land surveyors on staff – including registrations for Louisiana and Mississippi. They maintain offices in Kenner, Baton Rouge and Mandeville, Louisiana as well as in Biloxi, Mississippi.

BFM uses the latest surveying equipment to contribute to its quality work, including a number of AutoCAD stations. BFM also has a sounding boat with all of the necessary equipment, including a recording fathometer, to complete any hydrographic survey. Only trained, experienced technicians operate this equipment.

BFM Utilizes Leica's System 500 GPS System. This is a dual-frequency system with real-time radio (RTR) and cell phone links for extended range. The firm's crews attend GPS training classes offered by Leica to assure full utilization

of the equipment and to maintain absolute accuracy in using the equipment.

BFM's personnel have worked in the region for up to a half-century. In addition to their residential and commercial surveying expertise, BFM personnel have worked in the majority of industrial plants from the Greater New Orleans area to Baton Rouge. They are intimately familiar with all safety procedures and regulations for industrial plants. They are also familiar with the practicing procedures of both the U.S. Army Corps of Engineers and the Louisiana Department of Transportation and Development. Since the company's inception they have served virtually every municipality in Louisiana.

For additional information contact Mr. Ralph Fontcuberta, BFM Corporation's President.

Legal News

UPDATE

Several months ago, I reported on the criminal indictments handed down by the U.S. Attorney for the Eastern District of New York arising out of the

October 15, 2003, allision of Staten Island Ferry ANDREW J. BARBERI in which eleven passengers were killed and scores of others injured. Those charged under the Federal Seaman's Manslaughter Statute included three shore-based supervisors.

On March 3, 2005, the National Transportation Safety Board (NTSB) released its Marine Accident Report. (*See* NTSB website www.nts.gov for access to complete report.) The NTSB issued recommendations to the New York City Department of Transportation, the U.S. Coast Guard, states that operate public ferries and the Passenger Vessel Association.

The majority of the recommendations focused on ensuring that all pilots meet USCG medical certification requirements and that proof of compliance be required. It recommended that not only should the operating authority be provided proof of such compliance, but results of all physical examinations of pilots should be



MOULEDOUX, BLAND,
LEGRAND & BRACKETT

provided to the USCG. The panel also recommended that the USCG be more proactive in providing guidance to mariners, employers and mariner medical examiners on the specific actions required to comply with these regulations. (See 46 CFR 10.709.)

The NTSB found that the probable cause of the allision was in part the fault of the New York City Department of Transportation in failing to implement and oversee safe, effective operating procedures for its ferries. It also recommended that ferry operators be required to comply with the Rules for the Safe Operation of Vessels and Safety Management Systems found at 33 CFR 96. While lengthy and detailed, the USCG mandated safety management system outlined at 33 CFR 96, *et seq.*, essentially requires that vessel operators have in place a comprehensive written protocol to establish and implement safe practices and safeguards against all identified risks (33 CFR 96.230).

Vessels engaged in oceangoing services are required to have in place and implement safety management systems. Ferry operators are not, but are encouraged to so do. If Congress acts on the recommendations of the NTSB, you may see the government step in and mandate compliance by ferry operators. This writer recommends that ferry operators voluntarily implement the safety management systems outlined at 33 CFR 96.



BY WILTON E. BLAND, PARTNER
MOULEDOUX, BLAND, LEGRAND &
BRACKETT.
504-595-3000 OR WWW.MBLB.COM

America's Wetlands

First Day of Hurricane Season Sends Warning To Louisiana and Nation of Danger Caused by Loss of Americas WETLAND

Corresponding with the first day of a foreboding hurricane season, Sen. Mary Landrieu joined state and local officials and French Quarter

businesses to participate in a dramatization of the impact of a worst-case scenario in New Orleans, a direct hit from a major hurricane. The event featured the demonstration of the devastating level of flooding that would occur in the historical French Quarter of New Orleans also indicated flooding in frontline coastal areas that could literally be wiped out by the storm surge of a Class 4 or 5 hurricane. Coastal land loss and the loss of barrier islands have heightened the probability of flooding in Louisiana cities and towns.

This event was intended to inform American citizens of the emergency situation in Louisiana due to the continued loss of its coastal wetlands.

Louisiana's coastal wetlands known as Americas WETLAND serve as critical protection from hurricanes and storm surges for more than two million people living in the coastal zone, including residents of the City of New Orleans. With the continuing disappearance of this natural buffer zone, the reality is that the direct hit of a major hurricane could kill over 100,000 people within and around this major metropolitan area, much of which lies below sea level. Yet more than half the country does not believe that a tsunami-like disaster could happen on U.S. soil in the next few years, according to results of a recent poll.

National Oceanic and Atmospheric Administration (NOAA) scientists have recently concluded the hurricane seasons in the next two or three decades may be much more active than they were in the 1970's through early 1990's making the likelihood of a major hurricane direct hit on Louisiana's coast more likely.

COASTAL CRISIS PREMIERES

Support efforts to save America's WETLAND and tune-in to the broadcast premiere of a new America's WETLAND produced documentary -- Coastal Crisis. It premiered June 11, 2005.

It will air nationally on The Science Channel and in Louisiana on Cox Communications Channel 101 in New Orleans, Cox Communications Channel 101 in Baton Rouge, Cox Communications Channel 101 in Lafayette and Cox Communications Channel 101 in Lake Charles.

Coastal Crisis is a one-hour documentary co-produced by America's WETLAND and the Science Channel that highlights the devastating worldwide

effects of losing coastal Louisiana. Viewers will learn of coastal Louisiana's loss of over 1,000 square miles of land in the past 50 years. Compelling computer generated images, time-lapse photography and unique camera perspectives, tell the tale of Coastal Louisiana's race against nature.

If you miss the debut broadcast on June 11th, Coastal Crisis will also air on the following dates at the specified times. All times are Eastern/Pacific

6/12 - 7:00 a.m.

6/12 - Noon

6/12 - 3:00 p.m.

7/21 - 9:00 p.m.

7/21 - 12:00 a.m.

7/21 - 4:00 a.m.

7/22 - 10:00 a.m.

7/22 - 2:00 p.m.

7/23 - 2:00 p.m.

MARK YOUR CALENDARS

July 7, 2005 – PAL Meeting - Richmond Suites – Baton Rouge 10am.

August 8-10 – 100th Annual Meeting of the Gulf Intracoastal Canal Association – Victoria, TX – Holiday Inn 361/575-1251
"On August 8th, 1905, Mr. C.S.E. Holland called for a meeting of Texas and Louisiana businessmen to discuss the formation of what would become the Gulf Intracoastal Waterway and Gulf Intracoastal Canal Association. On August 8th, 2005 - we extend that invitation again..."

March 2006, PAL Annual Conference – Lake Charles, LA

Welcome New Associate Members

PAL would like to welcome the following new associate members:

Kinder Morgan Terminals of Sorrento will be represented by Lorraine Hyde.

Enterprise Center of Louisiana (ECOL) is located in Carencro. Mr. Roy Holleman will represent them.

Louisiana
Ports Deliver